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THE WASHINGTON CONFERENCE.

Japan Approves Final Draft of Naval Treaty. (Reuter's Service.)

Washington, January 24.—Acceptance at-day's meeting of the Far Eastern Committee of Japan's undertaking mentioned in yesterday's cable is regarded, apparently, as making a settlement of the Siberian question. Mr. Hughes reaffirmed the United States position as against territorial aggression.

It is understood that the Japanese have agreed to the final drafting of the Naval Treaty with a clause prohibiting fortification of the Bonin Islands. A clause setting out the non-fortifiable Pacific islands is on the point of final drafting.

The Senate has rejected Senator Walsh's motion demanding information as regards the Shantung controversy.

The previous message stated—Baron Shidebara made an important statement at the meeting of the Far Eastern Committee to the effect that Japan has no territorial designs upon Russia and that the Japanese troops will be withdrawn directly a stable government has been established.

It is understood that Saghalien Island is included in this statement with other parts of Siberia.

LORD NORTHCLIFFE ON THE UNREST IN INDIA.

Conditions of Settlement.

Bombay, January 24.

Lord Northcliffe, interviewed regarding the unrest, said that he was shocked at the change in the demeanour of the Indians, especially Moslems, towards the whites. The Moslem situation was much uglier than the British Press appeared to know, and official, commercial, and newspaper authorities were insistent upon the urgency of an immediate settlement, which, according to moderate Mohammedans, was only possible by a change of British policy towards Turkey including recognition of the Sultan as head of Islam and the restoration of the sacred city of Adrianople and the whole of Asia Minor, with Smyrna to Turkey.

Later.

Lord Northcliffe has sailed for Palestine.

LLOYD'S ANNUAL STATISTICS.

Orders Still Far Below Normal.

London, January 24.

Lloyd's annual summary shows that 1,500,000 tons of merchantmen were launched in the United Kingdom in 1921, of which 590,000 tons were for owners abroad, a decrease of 517,000 tons compared with the record year of 1920.

The world's output was 4,340,000 tons, a decrease of a million and a half compared with 1920, but over a million increase compared with the previous record of 1913.

The world tonnage being constructed amounts to nearly four and a half million, being 2,700,000 tons lower than a year ago. Construction on many of these vessels has been suspended. Orders are still far below the normal.

PEACE IN THE COTTON INDUSTRY.

An Interim Arrangement.

London, January 24.

Lancashire cotton operatives have agreed to accept the employers' proposal to reduce from three months to a month the period of formal notice of alteration of wages. This has averted the threatened crisis and stabilised the industry for at least two months, and it has prevented the likelihood of a relapse of trade just when it is showing real signs of recovery.

It is understood that at the end of two months an agreement will be reached in regard to a reduction of wages, which at present are 145 per cent. above the lists. It is stated that probably the employers will suggest a reduction of 45 per cent. on list rates.

RUSSIA TO ATTEND GENOA CONFERENCE.

Preparing for a Large Foreign Loan.

London, January 24.

According to the Russian Trade Delegation, a telegram from Moscow states that the Bolshevik Government has accepted the invitation to the Genoa conference. M. Tchitcherine has informed Signor Bonomi that the Pan-Russian Executive Committee will meet on the 27th inst. to appoint delegates.

The telegram adds that plans are being elaborated for a large foreign loan and concessions in the Volga region, as the reconstruction committee realises that the restoration of agriculture is not realisable without foreign capital.

DEATHS OF SCIENTIST AND ARTIST.

Influenza Claims Another Victim.

London, January 24.

The death has occurred of Sir William Christie, ex-Astronomer Royal.

It is announced that Arthur Nikisch, the great conductor, died at Leipzig from influenza.

[Sir William H. M. Christie, K.C.B., M.A., C.B., F.R.S., F.R.A.S., Hon. D. Sc. (Oxon.), born 1845, was Chief Assistant at the Royal Observatory, Greenwich, as long ago as 1870. He was appointed Astronomer Royal in 1881, holding the appointment until 1910.]

Arthur Nikisch's Hungarian was Director of the Royal Opera at Budapest. He made a number of appearances in England.

THE SEAMEN'S STRIKE.

Departure of Vessels Depresses Seamen.

'EJECT THE COMPARDORES.'

The strikers are not having it all their own way just at present and they seem frankly depressed. They had confidently built on the cargo workers assisting and the cargo workers have failed them. While they desire to engage in a fight which is not of their own making or seeking.

It appears that there are three cargo workers guilds, that one of the three favoured a sympathetic strike, while two were against it, and that the will of the majority prevailed. The men, we were told, were working quite contentedly.

The strikers, again, were confident that none of the steamship companies would engage Filipinos and were disposed to accept the suggestion when first made. However, the Lake Farrar left for Saigon yesterday with a Filipino crew while the Hoosier State left to-day for the trans-Pacific trip while the Wenatchee is to sail to-morrow. Then again the Kaijo Maru, which lost her Chinese crew here, got together a scratch crew of Japanese and left for Keelung yesterday.

More and more it becomes apparent that the remaining Union officials here are out of touch with things. Canton is the centre of interest. They speak of a Conference which was held at Canton between H. B. M. Consul-General and the union officials and which proved abortive. Another, they say, is to be held in a day or two. Otherwise they have no information to give.

Unfounded Rumours.

We have had opportunity this morning to discuss the general strike situation with a prominent local Chinese, who is in close touch with the current events of the Colony.

He stated that the rumour that the cargo workers would probably join the strike movement could be dismissed as sheer rumour, and added that the seamen were spreading all manner of rumours around the town. Yesterday another rumour which had currency was that the fish dealers would go on strike, but this had absolutely no foundation in fact. He was of opinion that hopes of a settlement before the Chinese New Year were small but thought that after the holiday

CLAN LINE DEBENTURES.

Profits Cover Interest Four Times Over.

London, January 24.

Subscriptions were invited to-day for the Clan Line issue mentioned in the message of the 19th inst. The company, which is at present free from debenture liabilities, offer a specific first mortgage on sixteen vessels valued at £3,226,000.

It is stated that even in 1921, which was a bad year, the profits cover interest on the issue four times over.

[The previous cable stated: The Clan Line is arranging the issue of a loan of one and a half millions in seven per cent. debentures at a price of 95.]

NON-CO-OPERATION IN EGYPT.

Students Strike on Hearing of Arrests.

Cairo, January 24.

Hitherto four signatories to the non-co-operation manifesto have been arrested. Five Arabic journals have been suspended for publishing the manifesto. Many students struck on hearing of the arrests.

CONTROLLING SPECULATION.

German Government's Action.

Berlin, January 24.

With a view to checking speculation, the Reichstag has passed a Bill, operating from March 1, when transactions in foreign exchanges can only be carried out through the Reichsbank and other authorised banks.

Negotiations Begun.

Washington, January 24.

Negotiations have been begun between the United States and Britain on the proposed waterway between the Great Lakes and the St. Lawrence in consequence of opinion that some international agreement is desirable before Congress takes action.

[Other Telegrams on Page 2]

MAJOR CASSEL'S CAR.

Mr. Rowe's Story.

Evidence for the defence in the action in which Major Cassel claimed damage against the United Motor Co. Ltd. for alleged damage to his Napier was given in the Summary Court before Mr. Justice Cooper this morning. Mr. F. G. Van der Linde conducted the case for Major Cassel and Mr. G. G. N. Thorne appeared for the United Motor Co. Ltd.

Mr. A. H. Rowe, manager of the United Motor Co. Ltd., said he had fifteen to twenty years experience in motor-cars, including about 12 years in connection with English makes. The carburetor on Major Cassel's Napier was of the S.U. type. Witness said he first became acquainted with the S.U. carburetor about 10 years ago, when he was second foreman employed by the Leyton Motor Company. The Company were looking for a carburetor to fit to a new type of engine which they were putting on the market. Witness described the difference between the S. U. carburetor then and now, explaining that the one on Major Cassel's car had a piston which was operated by the action of the engine, while the old carburetor had bellows. Witness continued that sometime in May Major Cassel told him that he had all kinds of trouble with his Napier and asked witness to put it in running order.

He further told witness that a Mr. Weir and a Mr. Dr. had been working on this car and since then the engine got hot and also he could not maintain the air pressure. He further asked witness to do this in his own garage and if witness would do the work personally. Witness told Major Cassel that he would work on the car at his own convenience as he could not allow it to interfere with his usual business. Witness was to put the car in running order. Major Cassel never gave witness any instruction whatever not to take down the carburetor or take down anything else, but handed the car over without any definite instructions whatever. The following evening witness went to Major Cassel's garage with a friend by the name of Mr. Grantham, also an engineer (not petrol-motor). The first thing witness did was to pump up the pressure by using the hand pump. On examination witness found that the joint between the air-cock and the petrol tank was leaking. Witness also noticed that the enamel around the hole into which the pet cock went was badly chipped, also, at the extreme edge of the tank where it was screwed in was scratches. Witness also noticed that the plug had been ground in too far so that (as Mr. Reeves said in his evidence) when it was open it was half closed. Witness asked the chauffeur, who was with him all the time, who had ground the pet cock in, and the driver replied that he did. Witness next found that the threads in the tank into which the pet cock screwed were badly worn on one side of the hole. On account of the condition of the hole it was impossible to put the same pet cock back and make the joint. Owing to Major Cassel already having ordered a three-way cock the best thing to do was to re-tap the hole and fit a plug, as, when the new three-way cock came, this pet cock would be necessary.

Witness said when he examined the car he found that the nuts on the pressure pump and three or four on the carburetor had the corners worn away and the enamel on the tank was badly cracked all over.

"It was never my intention to charge Major Cassel anything for this work," said Mr. Rowe.

"It was all done after 5 o'clock in the evenings, on Saturday afternoons, and on Sundays."

There was no entry whatever in the Company's books of any work done on Major Cassel's Napier.

Explaining the alleged damage done to the collar on the carburetor, Mr. Rowe said there were no tools to remove the collar and he, therefore, took a punch and gave the collar a light tap, which naturally made a small dent.

Witness then stated the accident happened on December 20, 1921, when he was driving his Napier to the Kowloon Club. He was driving at a high speed when he hit a man, Mr. J. E. Wood, who was walking across the road.

It appears that the defendant accidentally struck Mr. Wood, who was walking across the road. Major Cassel stopped his car and got out to help him. Witness got out of the car and walked away.

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BRITISH SHOWWAY.

Ships in Trouble.

Major Cassel, who is a native of Liverpool, was the chief engineer of the ship "Kangaroo" (Mr. J. E. Wood) which was en route to the port of Manila when it arrived here yesterday morning.

It appears that the defendant accidentally struck Mr. Wood, who was walking across the road. Major Cassel stopped his car and got out to help him. Witness got out of the car and walked away.

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BISHOP WELLDON AND HIS CRITICS.

Newcastle branch of the English Church Union have protested against the Moderator of the Church of Scotland preaching in Durham Cathedral. Bishop Welldon, Dean of Durham says Christian reunion will never be accomplished unless somebody does something more than has been done in the past two centuries and a half, and one great obstacle to reunion is such an attitude as that of the English Church Union.

EARLIER TELEGRAMS.

SUGGESTED LONGER DURATION FOR ANGLO-FRENCH PACT.

Paris, Jan. 24.
The two chancelleries now carrying on have interrupted the Franco-British negotiations. It is understood that M. Pollicare has suggested that the currency of the Anglo-French Pact should be extended to 15 to 20 years. The terms thereof should be laid down on a more reciprocal basis with finer definitions regarding certain general terms like "German aggression." With a view to settling outstanding Anglo-French differences there are in preparation at Genoa two minor conferences being arranged, firstly, at Paris between the Anglo-French and Italian Foreign Ministers to make an effort to bring peace in the Near East, and, secondly, at London between Lord Curzon and the French-Spanish representatives to fix the status of Tangier.

THE NEAR EAST.

Constantinople, Jan. 24.
The Franco-British pourparlers with reference to the Near East have so far progressed. Lord Curzon submitted a note stating the British conditions. It is understood that the evacuation of Smyrna is admitted with adequate guarantees for Christian minorities, including the appointment of a Christian Governor-General. A modification of the Thracian frontier is suggested which shall follow a line slightly south of Midia on the Black Sea via Chorlu and ending at Rodosto. Franco-Turkish circles, however, consider this frontier strategically unsound.

AN ARGENTINE LOAN.

New York, Jan. 24.
The Municipality of Buenos Aires has decided to sue the London firm of Baring Brothers for the undelivered portion of a loan amounting approximately to one million sterling. The bankers contend that a German syndicate undertook responsibility therefor before the war, but the Municipality argues that the whole loan was contracted with Barings who have hitherto received interest thereon.

SHANTUNG SALT MINES.

Washington, Jan. 24.
The Sino-Japanese Committee has reached an agreement for returning the Shantung saltmines to China. China purchasing the Japanese interest therein at a fair price determinable later.

AUSTRIAN CURRENCY.

Vienna, Jan. 24.
Foreign currencies have risen to an unprecedented height on the Bourse. The pound sterling is quoted at over forty thousand crowns and the dollar at ten thousand. This has probably explained the continued decrease of public confidence in Austrian money.

GERMAN RAILWAY STRIKE.

Berlin, Jan. 24.
The Saxon railway strike has ended.

FUNERAL.

Capt. Edward Walker.
The funeral of the late Capt. Edward Walker took place at Happy Valley yesterday afternoon amidst signs of deep sympathy, a large number of engineers and officers of the different ships in harbour following the hearse. The body was interred in the Protestant Cemetery, the Rev. G. R. Lindsay performing the burial service. Among those present were Mr. E. Walker and Mrs. Walker (brother and sister-in-law); Messrs. W. Bennett, J. McMillan, W. Hughes, L. Paine and Hood (Chief Officer, Chief Engineer, Second Officer, Second Engineer and Fourth Engineer respectively); Commander C. W. Beckwith, R.N.; Mr. G. W. Barton, Mr. H. P. White, Lt. Comdr. Laugesen, of the China Coasts Officers' Guild, Captain W. Paxmore, Captain J. Thomson, Captain T. Hall and Captain J. Shear; Lt. and Mrs. W. Digby, Mrs. Hammes, and Mrs. Cooper; Messrs. J. E. Gomez, A. E. Benson, Laing and W. F. O'Farrell.

At the conclusion of the service, the Rev. Lindsay said that it was a little over a year ago that he buried Mrs. Walker, whose death he very much regretted, and now it was his sad privilege to lay to rest so soon afterwards, Edward Walker. The deceased had been cut down in early manhood, but such was God's will. Speaking for himself he could not take this very

SHANGHAI'S FUTURE.

The Gateway to China.
Mr. H. J. Smith, M. I. Mech. E., read an interesting paper before the Engineering Society of China at the Royal Asiatic Society Hall on "The Design and Erection of Mineral Transporters." Introducing his subject, Mr. Smith said that the sittings of the International Commission of the Whangpo Conservancy had undoubtedly brought the day nearer when Shanghai, as a port, would do justice to itself as the Gateway to the Yangtze Valley and Central China.

When the day came the mechanical handling of materials and merchandise would receive widespread attention, continued the lecturer. "Consider for instance," he said, "the amount of coal unloaded and reloaded in Shanghai every year; and then look for the mechanical appliances installed for the purpose." Only the Shanghai Municipal Council at their Riverside Power Station seems to understand that the transport of coal should be handled in a scientific manner."

When the great war stressed the exertions of manual labour to the utmost, the men went forth for mechanical relief. Great transporters were built with all possible speed at Chelmsford, Essex, Woolwich and many other places. Day and night, men worked at important points like Calcutta and Durban to complete loading appliances so that shipping might get quicker despatch. Much as men were needed in the fighting line, yet the work mentioned was considered of more importance. At Chelmsford, the enemy made every effort, by means of long range artillery, to knock the trains, cartes down as fast as the engineers could build them. If such mechanical connecting links between land transport and shipping, or shipping and railways, were so indispensable in times of great national danger, who would deny their usefulness in times of peace, Mr. Smith asked.

Electric Bridge Transporters.
The first electrically driven Bridge Transporter was built only twenty years ago. Six years later the speaker said that he erected the first Coal Slipping Belt Conveyor plant in England. Yet in less than two decades the use of similar machinery has become almost universal. Even such remote places as Christmas Island now loads its wealth to phosphates into steamers at Flying Fish Cove by mechanical means.

China must, sooner or later, come into line, Mr. Smith averred. A start had been made in Shanghai as previously stated, and 700 miles up the Yangtze River the Han-Ping Iron and Coal Co. had installed one of the biggest transporters in the Southern Hemisphere. Others were being planned by the same company.

The rise and fall of the Yangtze River was in places, nearly 100 feet. At Hankow it was 48 feet. This fall disclosed 150 feet, or more, of steep river bank which had to be bridged by temporary timber staging; up which the coolies slither and slide, in wet or frosty weather, laden with a few cobs of coal or ore per man. When the frost was severe, or if the rainfall were too heavy, they ceased work altogether; be the furnaces they feed, never so hungry. But electrically driven transporters took no heed of the weather. Up and down they went, hoisting their load 100 feet in seconds if necessary to gain sufficient height for discharging the mineral into storage bunkers, whence it fell by gravity, as required, for the next operation.

China May Emulate U. S. A.

The banks of the Yangtze must of necessity become dotted with mechanical appliances for the loading and unloading of materials

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As the country develops, Mr. Smith went on. The United States transported and conveyed all kinds of material by mechanical means, and China, with four times as much population, would surely follow a similar course as time goes by.

Acting on this assumption, the speaker said he had taken for his subject: "The Design and Erection of Mineral Transporters." In the restricted space of an engineering "Paper," the subject as a whole could only be treated superficially; but by confining his remarks to the four principal methods at present in use, the author managed to treat with some detail a branch of engineering which at present stands unrivaled as a means of releasing manual labour for operations requiring more skill than acting as human "beasts of burden."

When skilled labour was ex-

pended on an article, the material increased in value. Coal and iron ore, for instance, began to increase in value when they entered the smelting furnace. The transport and handling of these materials between the mine and the furnace might have increased their cost, but not their value—competition would see to that—successful competition in the markets of the world was the result of reducing the cost of production to the lowest point, and that meant looking on the cost of transport as a loss and eliminating it as far as possible. This was the elemental problem underlying the subject of commercial success and its solution was essentially a task for the engineer.

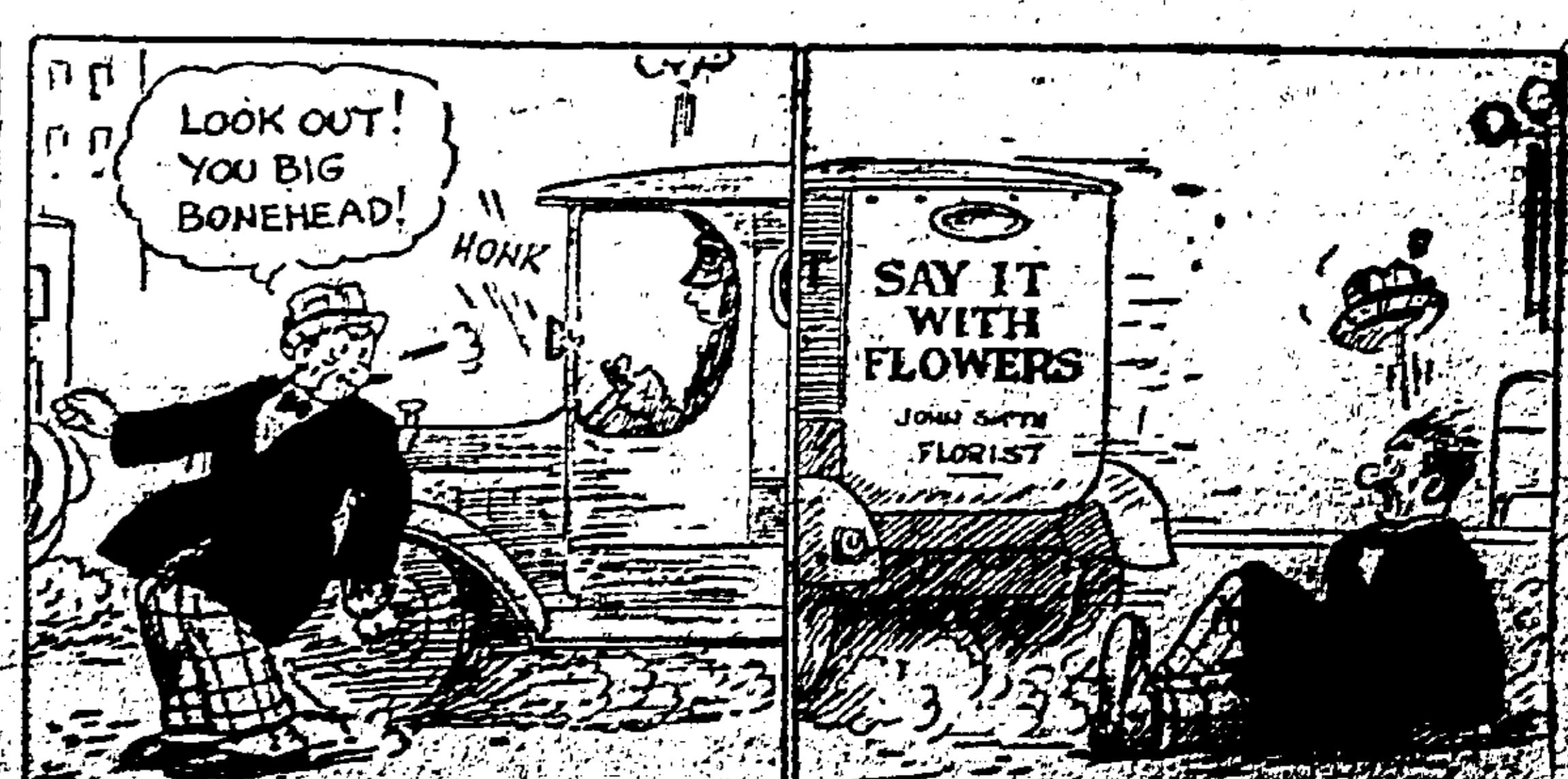
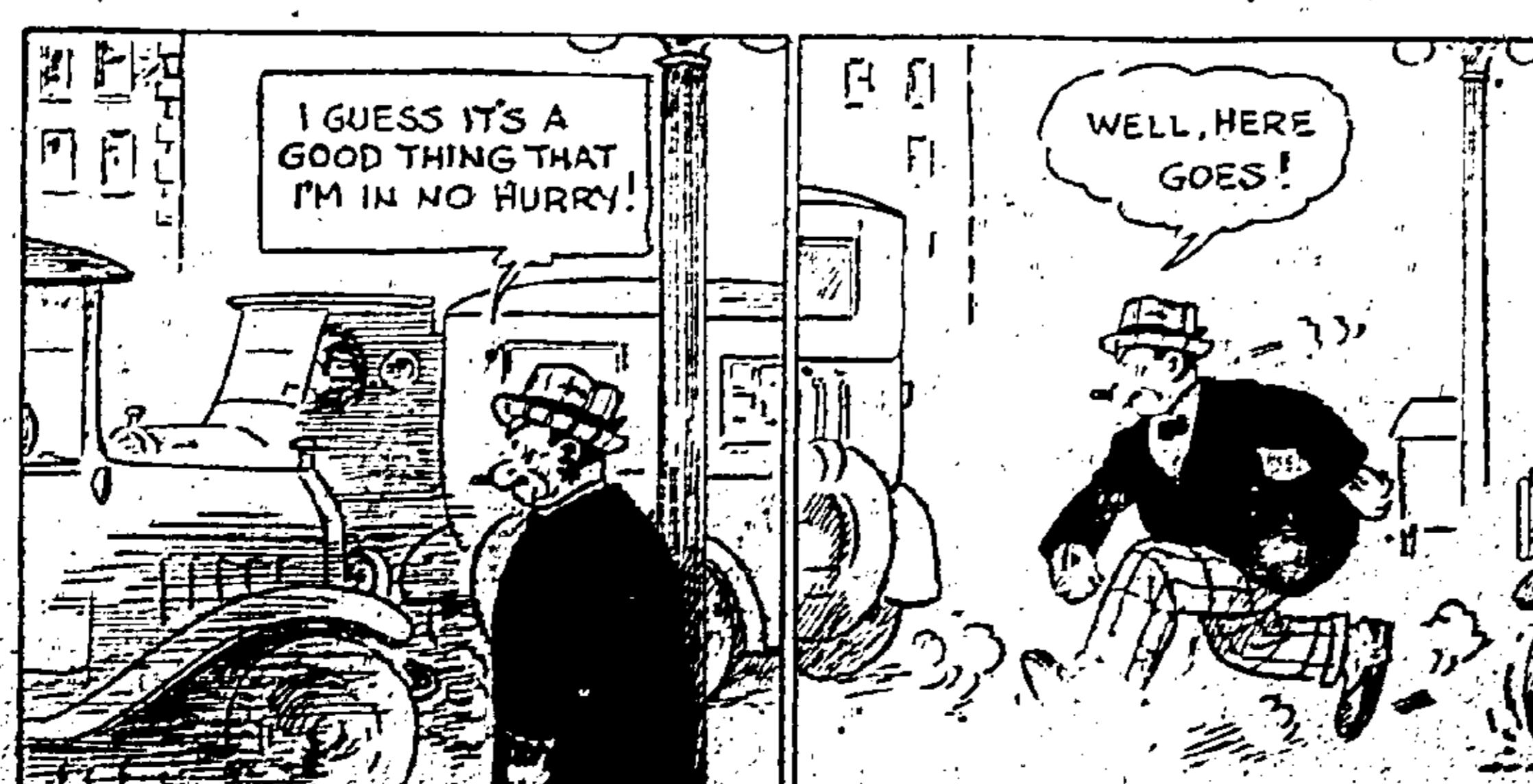
The Engineer's Problem.
The problem, concluded Mr. Smith, presented to the engineers on the South African Rand, was the moving of millions of tons of rock and sand every month as it passed through the various processes in the reduction department for extracting the gold. Every invention was seized upon with avidity for trial if it promised a reduction in the costs of these handling operations. After twenty years of trial the Belt Conveyor and Aerial Ropeway holds the field to-day supreme against all rivals. Especially the Belt Conveyor. And it was in the light of this experience that the author said he had paid more attention. This system stood on its ability to transport material in bulk with greater rapidity and economy than any other method. Given good erection and attention to detail in design, the Belt Conveyor, for this class of work stood unrivaled.

The delivery of the paper was followed by an interesting discussion.

BY ALLMAN

DOINGS OF THE DUFFS

Johnny Jump-Up for Instance.



NOTICE

NEW MUSIC

Rosy Cheeks
I aint nobody's darling
Yoo-Hoo
Sweet Lady
Say it with Music
When the Sun goes down
It must be someone
Strut: Miss Lizzie
Song of India
Dangerous Blues
Jealous of You
Humpty Dumpty
I've got the joys
Royal Garden Blues
Oh: Joy
Remember the Rose
I wonder if you still care for 'me
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MAJOR CASSEL'S CAR

Further Hearing.

In cross-examination yesterday afternoon Mr. Reeves was asked the exact instructions given him by Major Cassel. He asked me: "Will you make my car alright? I am absolutely fed up. The car has been in the hands of several people for adjustment and if you can fix it up, I want you to do so in my garage?" I said: "Major, I cannot do that. I have several compartments in my workshop Yaumati and I shall be glad to put the car in one, and it shall only be touched, in my presence."

Mr. Tinson: "He left it in your hands absolutely."

Witness: That is the only way I would accept it. He did mention a number of things in particular. He added: "The fact of the matter is, if you cannot fix it up, I will send the car home."

In answer to further questions, Mr. Reeves said his examination of the car led him to the opinion that an inexperienced fitter had been at work upon it. Asked what was wrong with a certain part, he replied: "Somebody had tried to adjust it with a pair of pliers," and smilingly added, "it might have been a hammer and chisel."

Questioned about the aircock and whether there was anything wrong with the specimen handed in, the witness pointed out that it was necessary to test it properly but from a casual examination it seemed to him that "the hole is about half closed when it is open."

Replying to the Judge, Mr. Reeves said he estimated he spent about 15 hours on ordinary adjustments which would have to have been made in any case.

At the conclusion of Mr. Reeves' evidence, Mr. Vaux announced that he had no further witness to call.

United Motor Company's Case.

Mr. Tinson, opening the case for the United Motor Company, asked the Judge to remember that Mr. Reeves had permission to do just what he liked with the car and that he carried out the work at his Kowloon garage. Major Cassel had written a letter saying that the first time the car had gone satisfactorily was after Mr. Reeves had it in hand. His (Mr. Tinson's) case was that the car was handed to Mr. Howe with instructions that all work was to be done at Major Cassel's garage in Wan Chai and that Mr. Howe himself was to do the work. Mr. Howe pointed out at the time that he could only do it as opportunity arose. As a matter of fact, all the work was done on it after ordinary hours and not a penny had been charged to Major Cassel for any repairs to the car. Mr. Howe's instructions were to put the car in running order. He was told by Major Cassel that the engine got hot when running and that the air pressure was bad. Mr. Tinson explained what was found to be the matter with the car and what Mr. Howe did and recommended. He went on to say that it was admitted by Major Cassel that a man named Weir and his mechanic Davies came to the Colony in April last and had the car under their control from April 19th to the 26th. Weir made a report to Napier. The car had been badly treated, Mr. Tinson contended before it was sent to Mr. Howe. Mr. Tinson proceeded to read Weir's report and the correspondence between Major Cassel and Napier. Major Cassel wrote to Napier on May 5th that he had tried one or two motor experts in Hongkong on the arrival of the car to have it assembled, but the running was most unsatisfactory and not what he expected. He complained of the tool equipment and the jack, the teeth of which broke the first time it was used, which drew my attention to the fact that it was an American production." Mr. Tinson drew attention to the fact that Weir in his report stated that the ignition timing was incorrect. Napier in their letter said: "Had Mr. Weir referred to page 22 of our instruction book he would have found that the timing was perfectly accurate and was in accordance with the data given and which he states to be incorrect. Therefore, if he has altered the timing from its original position, it can be taken as incorrect at the present time".

Mr. Tinson commented that apparently Weir and his mechanic had done exactly the thing which they should not have done.

The case was adjourned until to-day.

UNWANTED NEW HOUSES.
Tenants cannot be found for the new six-roomed houses at Soubury (Bucks), which are some of the best constructed in the district. Rents fixed by the local authority are £1.5d. for labourers and 10s. for other classes.

ACEAL

MANUFACTURERS' REPRESENTATIVES

MACHINERY & HARDWARE

OF ALL DESCRIPTIONS

ALL BRITISH

Anglo-Chinese Engineers Association, Ltd.

Tel. 673
3 Queen's Buildings. REISS & CO., Show Room
15, 16 Connaught Rd.
(REISS BROS., LTD.)

COMPANY REPORT.

Humphreys Estate And Finance Co., Ltd.

The report of the Directors of Humphreys Estate and Finance Co., Ltd., for the year ending 31st December states—

The net profit for that period, after deducting Directors' and General Managers' remuneration and including 819,169.70 brought forward from last account, amounts to £213,434.69

Which the Directors recommend should be appropriated as follows:

Pay a dividend of 50 cents per share	£ 130,000.00
Pay a bonus of 50 cents per share	30,000.00
Transfer to Reserve fund	25,000.00
Transfer to Special Repairs and Renewals account	10,000.00
Carry forward to new Profit and Loss account	59,434.69
	£ 213,434.69

Director.—In accordance with Clause No. 52 of the Company's Articles of Association Messrs. J. Scott Harston, W. L. Pattenden, the very Rev. Father Robert, Hon. Mr. A. O. Lang, and Mr. J. M. Alves retire, but being eligible, offer themselves for re-election.

Auditors.—The Accounts have been audited by Messrs. H. Percy Smith, F.C.A., and C. Bernard, A.C.A., who offer themselves for re-election.

FOOTBALL.

Hongkong F. C. Challenge Shield Company.

The above commenced on Monday when the Tamar defeated the "Alacrity" on the Navy "A" ground.

Smith was deemed guilty of tripping in the penalty area and, from the penalty kick, the Alacrity took the lead.

Hudson with pot shot landed in the net and made the score one all.

Willington put the depot ship ahead following a corner and Hill scored with a first timer, the Tamar

winning by 3 goals to 1.

To-day at 4 p.m. South China

No. 2 v H.M.S. Durban. South China ground.

Referee Mr. Williams:

CRICKET.

Club v. United Service.

This will be a two day match during Chinese New Year holidays between the H.K.C.C. and the United Services on the Club

Saturday and Monday. The Club

will be represented by the following:—R. Hancock (Capt.), T. E. Pearce, E. J. B. Mitchell, G. R. Bayer, E. B. Reed, L. J. Davies, B. D. Evans, E. G. Lammett, C. Blaikie, E. L. Braga and E. W. Hamilton.

UNWANTED NEW HOUSES.
Tenants cannot be found for the new six-roomed houses at Soubury (Bucks), which are some of the best constructed in the district. Rents fixed by the local authority are £1.5d. for labourers and 10s. for other classes.

NOTICE

MARATHON RACE

FEBRUARY 8th.

RUNNING APPAREL

SHOES.

VESTS.

CORKS.

SHORTS.

SPALDING'S BOOK
ON LONG DISTANCE RUNNING.

PRICE 60 cents.

SPORTS DEPT.

LANE, CRAWFORD & CO.

JARDINE, MATHESON & CO., LTD.

ENGINEERING DEPARTMENT.

TELEPHONE 14 PEDDER STREET, HONGKONG.

Cable: "JARDINE".

Hongkong.

SOLE AGENTS

MESSRS. ANDERSON & SON, LTD.

BRITISH MADE

ROK ROOFING

Specifications for all kinds of roofing work on application.

WRIST WATCHES

ELECTION—SWISS

EXCEPTIONAL RANGE

POPULAR & HIGHLY GRADED

FOR SALE AT

THE SINCERE CO., LTD.

HONGKONG EMPORIUM.

civilization and some day produce their Shakespeare and Moliere. The most interesting part of the lecture was Sir James Frazer's examination of the question whether ideas, arts, and institutions have a single or a multiple origin—that is to say, whether they spring from a single brain or simultaneously from many brains. He mentioned the simultaneous discovery of the theory of the differential calculus by Newton and Leibnitz, and the work upon the theory of evolution carried out by Darwin and Wallace, each without knowledge of the other's work, and he suggested the probability that the law of fire was not a sudden discovery of one individual, but that it was discovered independently in many different parts of the world.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—To BUY—One Piano (second hand) must be in good order and condition. Apply Box No. 647 c/o "Hongkong Telegraph."

HONGKONG HORTICULTURAL SOCIETY.

The Annual Show will be held in the Botanic Gardens on Thursday 2nd. March.

Schedules may be obtained from the Hon. Secretary, Beaconsfield Arcade, First floor.

CHINESE NEW YEAR HOLIDAY.

This Department will be entirely closed on Saturday, and Sunday, the 28th. and 29th. January, 1922. It will be open for all business on Monday, the 30th. January, 1922. Licensed Warehouses will be entirely closed on those dates.

N. L. SMITH.
Superintendent,
Imports and Exports.

BANK HOLIDAYS.

In accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be closed for the transaction of PUBLIC BUSINESSES on SATURDAY and MONDAY, the 28th. and 30th. instant. Hongkong, 24th. January, 1922.

NOTICE.

THE CHINA LIGHT AND POWER CO., (1918), LTD. beg to notify their Consumers that owing to alterations in the underground system of distribution the supply of electricity will not be available between the hours of 8 a.m. and 5 p.m. on Saturday the 28th. instant.

SHEWAN, TOME & CO., General Managers.

MONKONG AND SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on Saturday the 18th. day of February 1922 at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts for the year ending 31st December 1921.

The Register of shares of the Corporation will be closed from Monday 6th February to Saturday 18th. February 1922 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Court of Directors.

A. G. STEPHEN,
Chief Manager.
Hongkong, 24th. January, 1922.

NOTICE TO CONSIGNERS.

"GLEN" LINE LIMITED.

From UNITED KINGDOM,
GENOA, PORT SAID,
COLOMBO AND
STRAITS.

The M.S. "GLENNADE" having arrived from the above ports, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st. February 1922 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 1st. February 1922 at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by.

JARDINE, MATTHESON
& CO. LTD.
Agents.

Hongkong, 25th. Jan. 1922.

REPLISE BAY HOTEL

BANK HOLIDAY—MONDAY,
30th. JANUARY.

A Tea and Dinner Dancant will be held on Monday, 30th. January.

LESSONS IN CHINESE.

M. LI HON FAN, Chinese teacher, will be in residence, & is to be seen every day in the Chinese examination, and is particularly well known for his knowledge of Chinese and English. He has also a good knowledge of Mandarin and Cantonese. Persons are requested to write care of "Hongkong Telegraph," office or direct to No. 18a, Queen's Road, Central, second floor.

NOTICE.

Safe, Sure, and Guaranteed Cure for Leucophae, Leucoderma, Patches, Eruptions, Pimples, &c. in four weeks. Patients willing to be treated by Post are requested to write. Rs 7/8 per week. Full Particulars free under cover. "SRI" Works, Beadon Sq., Calcutta (T) India.

FOR HAIPHONG AND HOIHOW.

Sails for Hongkong and Haiphong every alternate Tuesday.

The favorite passenger names:

HAI-MUN.

(Capt. Charles E. Page).

Noon, 12th January, 1922. Depart Hongkong.

Noon, 24th January, 1922.

Noon, 1st February, 1922.

Apply Thos. Cook and Sons or Po Hing Tai,

114, Wing Lok Street.

By Order of the Board of Directors.

G. J. R.
NOTICE.

IT IS HEREBY NOTIFIED that owing to the Chinese New Year Holidays a constant supply of water will be given in all RIDER MAIN DISTRICTS during FRIDAY and SATURDAY, the 27th. and 28th. instant.

T. L. PERKINS,
Water Authority.

Public Works Department,
Hongkong, 25th. January, 1922.

THE WEST POINT BUILDING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine Matheson & Co. Ltd. on THURSDAY, 26th. January, 1922, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1921.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 17th. January, to THURSDAY, 26th. January, both days inclusive during which period no transfer of shares can be registered.

Dated this 16th day of January, 1922.

By Order of the Board of Directors.

MOWBRAY S. NORTHCOTE,
Secretary.

to the General Agents.

Hongkong, 10th. January, 1922.

Agents.

By Order of the Board of Directors.

MOWBRAY S. NORTHCOTE,
Secretary.

to the General Managers.

Hongkong, 10th. January, 1922.

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Secretary.

to the General Managers.

Hongkong, 10th. January, 1922.

Agents.

By Order of the Board of Directors.

MOWBRAY S. NORTHC

THE BLUE FUNNEL LINEREGULAR AND FAST FREIGHT AND
PASSENGER SERVICE.**LONDON SERVICE**

(Direct)

TEUCER 24th Jan. London, Amsterdam & Antwerp
CYCLOPS 31st Jan. London, Rotterdam & Hamburg
ACHILLES 7th Feb. London, Amsterdam & Antwerp**LIVERPOOL SERVICE**

(Direct or via Continental Ports)

EURYPLUS 24th Jan. Genoa, Marseilles & Liverpool
NELEUS 1st Feb. Marseilles, Havre & Liverpool
ELPENOR 14th Feb. Genoa, Marseilles & Liverpool**PACIFIC SERVICE**

(via Kobe and Yokohama)

PROTESILAUS 31st Jan.
IXION 21st Feb.
TALTHYBIUS 14th Mar. } Victoria, Seattle & Vancouver**NEW YORK SERVICE**

(via Suez or Panama)

KEEMUN 10th February. via Suez

PASSENGER SERVICE

PYRRHUS 5th Feb. for Shanghai & Japan

PYRRHUS 7th Mar. for Singapore & London

MENTOR 21st Mar. for Singapore & London

For Freight and Passage Rates and all Information Apply to—

BUTTERFIELD & SWIRE

AGENTS.

VACATION TRIP.

HONGKONG-SHAMSHUI-WUCHOW.

In the splendid and luxuriously appointed 500 tons Motor Ship "KONG NING" between Hongkong, Shamshui, Shin Hing through the LOVELIEST SCENERY ON THE WEST RIVER TO WUCHOW.

SPLENDID 1st and 2nd class passenger accommodations; large and airy berths cabins on upper deck; no port holes but large airy windows; fitted throughout with electric light and fans, etc.

M. S. "KONG NING"

Leave Hongkong.

"Kong Ning" Tuesday, Jan. 31st.

Round trip occupying 5 days; including meals and 24 hours stay on board at Wuchow \$45.00.

For further particulars apply to—

BANKER & CO.

CONSIGNEES.**CONSIGNEES.****NOTICE TO CONSIGNEES.****THE ROBERT DOLLAR CO.**

The Steamship

"ROBERT DOLLAR"

having arrived from New York via Vancouver, and ports, on January 25th, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, and stored at consignee's risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Tuesday, January 31, when they will be examined by Messrs. Carmichael or Clarke at 2.30 p.m.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date. All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized. No claims will be admitted after the goods have left the Godowns.

All goods remaining after Wednesday, Feb. 1, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their bills of lading for counter-signature.

THE ROBERT DOLLAR CO.,

Agents.

Hongkong, January, 24th, 1922.

CONSIGNEES.**NOTICE TO CONSIGNEES.**THE EAST ASIATIC CO., LTD.
Copenhagen.**The Motor ship****"ASIA"**

having arrived, Consignees of cargo are hereby informed that all goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 1st Feb., 1922, will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 1st Feb., 1922, at 10 a.m.

All claims must reach us before the 4th Feb., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

MANNERS & BACKHOUSE LTD.
Agents.**NOTICE TO CONSIGNEES.****OCEAN STEAMSHIP CO., LTD.**AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees of cargo for Hongkong per s.s. "THESEUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, cargo for Hongkong will be landed at Shanghai and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE
Agents.
Hongkong, 24th Jan., 1922.**NOTICE TO CONSIGNEES.****OCEAN STEAMSHIP CO., LTD.**AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees of cargo for Hongkong per s.s. "DEMODOCUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, cargo for Hongkong has been landed at Singapore and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE
Agents.
Hongkong, 24th Jan., 1922.**JUST TWO TO-NIGHT**

are all you need of Pinkettes to dispel constipation, liverishness, sick headaches, biliousness, to dissipate the "gloom."

PINKETTES

the little pink larvatives, aid digestion, keep the skin clear and the breath sweet. Of chemists or, post free, 60 cents the phial, from Dr. Williams' Medicine Co., 96 Szechuan Road, Shanghai.

WAGES REDUCED BY £235,000,000.

7,000,000 Workers Said To Be Affected.

Gravely concerned at what they describe as an "attack on Labour standards," the Trades Union Congress General Council have issued a manifesto dealing with wages and hours.

They estimate that wage reductions for a year amount to not less than £235,000,000, and speak of a "widespread and carefully organised conspiracy to secure unreasonable reductions in wages and a drastic extension of the normal working week."

Addressed to officials and members of affiliated organisations, the manifesto says—

A serious blow in trade and abnormal unemployment are considered by employers a fitting opportunity for imposing reductions in wages and increases in hours.

In some quarters the spirit of "getting their own back" on the workers appears to inspire employers.

We have to warn such employers that a policy of reprisals is one likely to lead to disastrous consequences.

Stability in industrial organisation would be quite impossible, and a policy of attack and counter-attack, as determined by opportunities, would take the place of negotiation, the signing of joint agreements, and the fixing of labour standards by the accredited representatives of employers and trade unions.

ESTIMATE OF £5,500,000 A WEEK.

It is stated that the net reductions in wages officially reported up to the end of October are £4,370,000 a week, affecting close on 7,000,000 workpeople, and it is estimated that further reductions in the wages of employers in shipbuilding, engineering and other trades, beginning last month, amount to not less than £50,000,000 a year.

In addition, reductions take place without being reported to the Ministry of Labour, and it is suggested that a fair estimate of the net reductions in the past year would be not less than £5,500,000 a week, or £235,000,000 a year.

With regard to hours, the manifesto states that the assumption that longer hours will make the difference between industrial paralysis and prosperity, is based on a fallacy.

RIGHT TO IMPROVED CONDITIONS.

In their conclusions the General Council assert in the name of organised Labour, that, even if employers could prove that reduced wages and increased hours would lead to industrial prosperity, they would still be opposed to the suggestion that the workers standard of life should be lowered as the only way to secure this object.

The worker has a moral right to claim improvement in working conditions. This claim cannot be resisted legitimately until every form of privilege is abolished and all artificial costs on industry are removed.

KRYPTOK LENSES

are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance.

Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., Successors to Clark & Co., manufacturing and refracting opticians—the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central. Fitting glasses and testing the sight is their specialty.

SVENGALI THEORY IN GERMAN CASTLE CRIME

Hedress Who Smoked and Danced Too Much.

Had Peter Grupen, who is accused in the Kleppendorf Castle mystery trial, the powers of a Svengali?

Did he hypnotise his step-daughter Ursula Schade, cause her to murder her young millionaire friend, Dorothy Rohrbach, and then commit suicide?

It was only yesterday, writes the *Daily Chronicle*, Berlin correspondent under date Dec. 9, that the Hirschberg court reached this stage in its efforts to solve the mystery, which is attracting ever greater attention throughout Germany.**HYPNOTIC POWERS.**

Regarding this point, Fraulein Kiesert, formerly Ursula's teacher, told a curious story.

"On one occasion" she declared, "Ursula said that her mother knew a man who, when he looked in a person's eyes could compel that person to do his bidding.

"Ursula even mentioned the street where this man lived and it turned out to be one quite near to Grupen's house at Itzehoe, near Hamburg.

"When she was asked the man's name, Ursula said she dare not tell."

This same witness added that Ursula was a very sensitive little girl.

DOROTHY'S FEARS.

Another witness told a story of meeting Dorothy Rohrbach in Berlin, when she expressed her great fear of Grupen, who, she added, had given Frau Eckert (Dorothy's grandmother) a bottle of cognac, which she (Dorothy) was suspicious about.

The judge here intervened to say that the bottle had been found and examined. Apparently, it had contained some oil of bitter almonds, and there was no question of poisoned cognac.

A friend of Dorothy's from Lashn, a little town near the castle, declared that shortly before Herr Grupen and others came on a visit, Dorothy said: "Ethy, we have little or nothing to eat ourselves and now five people are coming on visit."

This witness had warned the girl to beware of Grupen. "Yes," shouted the accused man, loudly. "If someone had only told me I was not welcome I should not be here in the dock."

THREAT BY POSTCARD.

Fraulein Zahn, again recalled, spoke of the postcard she had received from Dorothy, on which was written, from Berlin, "Come to me immediately or I will hang myself."

Martha Mohr, another of Grupen's fiancées, and a servant at the castle, was called. Her Holstein dialect gave the court considerable trouble, as she related that three days before the tragedy Ursula gave her a letter, with the request that she would give it to Frau Eckert two days later.

Afterwards, however, Ursula asked for the letter back again, and it was given to her.

This was the letter found in the dead girl's pocket and thought to have been written while she was under Grupen's hypnotic influence.

This witness declared that Grupen did not leave the room, where he was sitting playing cards with his stepdaughter Irma.

Speakers displayed hostility towards Herr Viehacker, Dorothy's guardian, when he was recalled. He related the story of how the young heiress was kept on short money supplies.

He attacked Fraulein Zahn for having brought her up badly, and declared that she spent too much money, and that bad books were allowed to Dorothy, who had a love affair with a young officer whom the governess encouraged.

GRUPEN'S MOVEMENTS.

Late last night, just before the court adjourned over Sunday, till Monday, Frau Eckert gave an important piece of evidence.

It will be recalled that conflicting statements were made regarding Grupen's presence in

WINTER SHOE FASHIONS**BY MARIAN HALE.**

At the beginning of the season the elaborate shoe fantasies took our breath away. But as shoes come and go, it seems there is no limit to their gaudiness.

Not only the richest and most ornate of materials are used in shoes but the length to which ornamentation is carried reaches a fantastic mark.

Period shoes are popular and the high-toed, square toes of the Louis XIV. period may be seen in cloth of gold with big paste buckles.

During this witness's evidence the spectators showed their feelings so openly that the judge threatened to clear the court.

When the love affair was mentioned one juror jumped up and roundly declared that there was not a single word of truth in the story.

Dorothy, the witness added, smoked too many cigarettes, and danced so much that her health suffered.

FRAU ECKERT CALLED.

Then came the witness whose evidence was most eagerly awaited—Frau Eckert, Dorothy's grandmother, an old woman 80 years of age.

She told many disconnected stories of the lives of various people concerned in the tragedy. She related how she brought Dorothy up, but how the girl cared only for Fraulein Zahn; how Grupen met her daughter (a woman who has disappeared) as the result of a matrimonial advertisement; how they got on well together; but how their regard for each other changed.

"That Ursula did it I regard as out of the question. She was much too small and weak a girl to handle a big revolver."

Later Frau Eckert emphasized her statement by saying "Grupen was certainly out of my sight for a few minutes. That I maintained."

This evidence created a great sensation in court, Grupen remaining silent and white while it was being given.

MR. "PUSSYFOOT" JOHNSON IN ENGLAND.

Mr. Johnson, who has spent ten weeks in India, told the East India Association, of London, there was not a single newspaper in India owned by an Indian which did not favour prohibition, and he did not know of a single public man in India who was not in favour of it, and worked for it.

BY BLOSSER.

YEE SANG FAT CO.

BIG



We have marked down
Our entire Stock at
**ROCK BOTTOM
PRICES**

SOMETHING
NEW
EVERY DAY

SOMETHING
DOING
EVERY MINUTE

YEE SANG FAT CO.

RIFLE SHOOTING.**Hongkong Rifle League.****H.M.S. AMBROSE v. ROYAL ENGINEERS.**

The above match took place at Stonecutters, on Sunday the 22nd inst. Scores—

ROYAL ENGINEERS.

ROYAL ENGINEERS.

Cpl. Townsend	28	24	26	78
Sergt. Redpath	26	28	23	77
Mr. Griggs	23	26	21	70
Q.M.S. Long-				
bottom	28	29	12	69
L.Cpl. Hayward	26	17	23	66
Spr. Newing	23	16	15	54
C.S.M. Woolford	23	26	10	61
Sergt. Clarks	16	17	20	53
Total	528			

H.M.S. Hawkins won by 108 points.

SCRATCH REGATTA.**V. R. C.'s Holiday Event.**

The Second Scratch Regatta under the auspices of the Victoria Recreation Club will be held at Black Boulder Point on Monday next, when a launch will leave Murray Pier at 9.30 a.m. Among the events to be competed in is an open motor boat handicap, for which post entries will be received; and an open sailing dinghy race for boats sixteen feet in length and under. All visitors will be welcomed, but tiffin tickets should be booked at the Club not later than Friday.

GOLF.**Bogey Pool Result.**

The result of the Bogey Pool competition played over the last week-end at Fanling was—

J. D. Kinnaird tie 3 down.
R. Appel 4 down.
D. de B. Newcomb 4 down.

Total ... 636

ON THE WATERFRONT.**Prince in Command of Motor Vessel.**

For the first time in the history of the port a Prince of Royal blood has arrived in charge of a vessel. This is His Royal Highness Prince Axel of Denmark who is in charge of the fine new Danish motor ship Asia which arrived at daybreak to-day and is lying at Holt's Wharf. The Asia is a handsome vessel on her first trip here. She belongs to the Det Oestasiatisk Kompanji, for which Messrs. Manners and Backhouse are Hongkong agents. She arrived from Copenhagen, and proceeds to northern ports. She is due to leave here on her return to Europe on February 27th.

Prince's Axel is also visiting the Colony for the first time, though, with his bride, he visited Singapore and Bangkok last year. As a member of the Danish royal family, he is of course a close relative of Dowager Queen Alexandra. He entered the Danish mercantile marine after his trip East last year. Concerning the event, the "Dolphin," the organ of the Imperial Merchant Service Guild, remarked that during the war our own merchant service, which before had been practically ignored, came into its own and was rightly regarded as the foremost industry of the Empire. Praise for the behaviour of officers and men was lavishly bestowed upon it, and service in it was regarded as equivalent to that in the Navy and Army. "As a further mark of appreciation H. R. H. the Duke of Connaught assumed the rank of captain in the Royal Naval Reserve, a force formed exclusively from the merchant service. In Denmark, however, H.R.H. Prince Axel has actually taken command of a large merchant ship, and, on notice of his appointment being published, a letter was addressed to His Royal Highness by the Secretary of the Guild."

The Wenatchee's Passengers.

Amongst the passengers leaving by the Wenatchee to-morrow are the following—

Mr. and Mrs. C. T. Bauman who are going to Seattle. Mr. Bauman is with the Standard Oil Company.

Miss E. N. Stanton, secretary of the Y.W.C.A. in New York, who has been making a tour of inspection in the Far East.

Rev. Mills J. Taylor and Mr. T. C. Macmillan who are on their return journey to Philadelphia after a lengthy tour, which included Egypt and Abyssinia, on behalf of the American Foreign Missionary Society.

Broken Machinery.

The M. B. K. steamer Sanji Maru, which left her yesterday for Kobe, is returning with broken machinery. Apparently the damage is not great, for the vessel is returning under her own steam.

The Manji Maru.

Work on the stranded steamer Manji Maru, is proceeding satisfactorily we are informed. Strong currents prevent the tug Taikoo from working more than three hours a day but there seems little doubt that that vessel is salved.

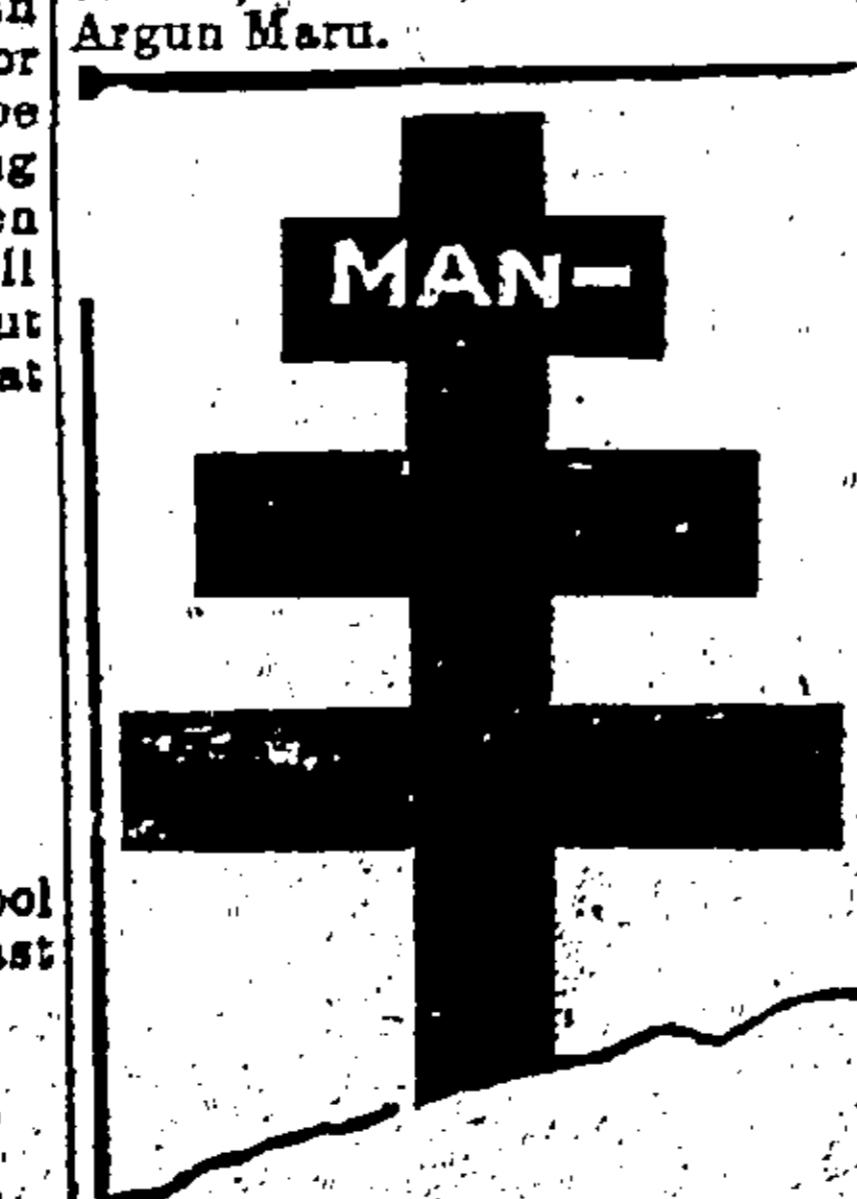
Hoosier State's Passengers.

The Hoosier State, with her Filipino crew, left to-day at noon. Among her 130 passengers were: Captain E. I. M. Barrett, Mr. H. W. Brooke, Mr. K. M. Cumming and Mr. J. B. Ferrier, members of the Shanghai Golf team.

Mr. A. Hanson, of Messrs. Burroughs Welcome & Co., also left for Shanghai, after a three-months' business visit to the South.

Wireless Communication.

The following steamers were in wireless communication with the port at 2.30 p.m. to-day: Kiung Chow, Iwate Maru, Haikoung, Samarang Maru, Havana Maru, Janus, Tatsuno Maru, John Sanderson, Empress of Russia, Aldabi, Taika Maru, Argun Maru.

**DAIRY FARM NEWS.****BUTTER****OWING TO FALL IN PRICES**

IN AUSTRALIA

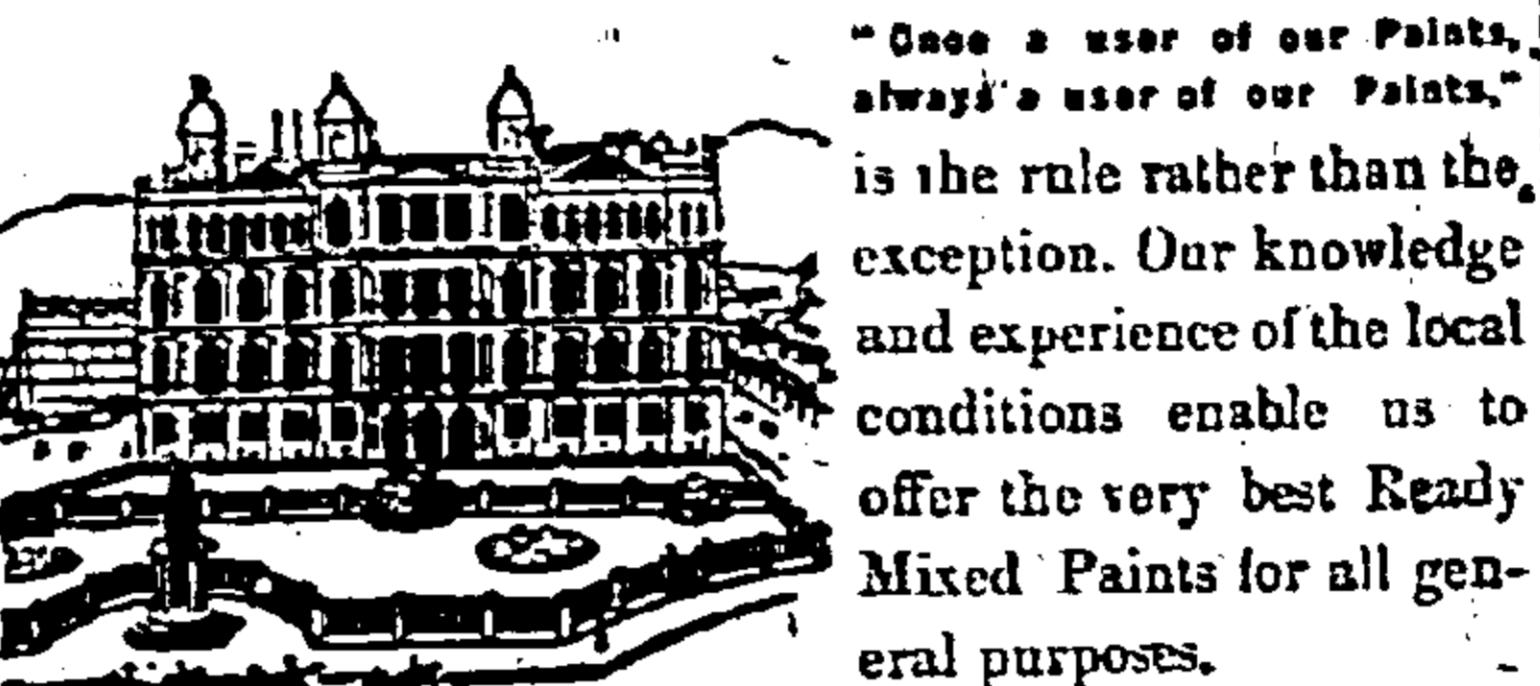
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"DAISY" BUTTER to \$1.10 per lb.**"DIARYMAID" 1.00**

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Light Grey	Caroline Red	Pale Purple Brown	Ivory White
Dark Green	Black	Light Azure Blue	Lead Colour
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ITALIAN CONVENT SCHOOL**Prize Distribution.**

The annual prize distribution at the Italian Convent School takes place this afternoon, Mrs. Claud Severi kindly performing the ceremony.

The annual report to be presented by the Correspondent states—

"That the Italian Convent School is maintaining its position in the forefront of School for girls in the Colony is the gratifying fact I have to report in connection with the school year 1920-1921. During last year, it is my pleasure to place on record, Miss Lai Po-chuen, who passed the Senior Examination of the Hongkong University in June last year, successfully passed the Matriculation Examination in December. Miss Dolores Tamme obtaining Distinction in History, Geography and Spanish, and Miss Tam Ong-nan distinction in Biblical Knowledge.

The following are the awards for the Scholarships tenable at the Convent:—(a) Miss Eugenia Cabaco, the Lugard Scholarship for 1922-1923. The Lugard Scholarship was founded by the late Sir Hormusjee Mody. (b) Miss Agnes Gill and Miss Aida Chow, the Lady Ho Tung Scholarships founded by Sir Robert Ho Tung.

Miss Rosy Kwok and Miss Idalina dos Remedios have won the distinction of inscription of their names on the Lugard Shield presented by the Rt. Hon. Sir Frederick Lugard, G.C.M.G., Q.C. for integrity and unselfishness.

At the invitation of Lady Stubbs, 30 pupils of the Italian Convent gladly availed themselves of the opportunity to join the Girl Guides under the leadership of Miss Price. The school's girl guides have performed the ordinary drills and the exercises according to requirements which characterise this excellent organisation.

Sports have been held from time to time in the Convent grounds and, as usual, children from this school have taken part at the annual sports at Happy Valley held under the auspices of the St. Joseph's College Old Boys' Association.

Mr. E. Ralph, Inspector of English Schools, carried out his annual inspection in December last, and, generally speaking, he was able to report favourably on the working of the school, which has again earned his award of

J. T. SHAW

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SHIRTS	"	GLOVES	"
VESTS	"	SOCKS	"
PUMPS	"	OXFORDS	"
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GUIMARAENS CROWN VINTAGE

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GUIMARAENS DRY WHITE PORT

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Wraps Are Wide at the Hem.

THE woman who owns a costly wrap which narrows in at the hem and tightens the line about the knees may well cry: "Woe is me."

Wraps are costly unless they are too cheap to be entirely successful, and the woman who has put much of her last year's money into something that meant privation—which means that she bought a wrap of expensive material trimmed with fur—is a bast when she finds that the narrow hem is a thing of the past.

Every woman knows the type of wrap which has dominated the world for several years and which continued to be worn until the month of June. Few of the women now wrap the cape about their figures. They permitted it to hang in straight lines from the shoulders, leaving the arms free,

SHORT WRAPS IN FASHION.

No woman need object to following the advice to cut off the hem. It will not spoil the wrap, and possibly the dressmakers had this idea in mind when they put so many short wraps on the markets of the world.

As a rule they care less for economy than any other race of workers, except the milliners, so when one credit them with altruistic motives, one is probably being optimistic without reason.

The conclusion of the whole question is that women must cut off the narrow hems of their wraps, buy new wraps, or go about in a garment which, whatever its warmth and price, is not reckoned among things fashionable.

A few women have the courage to continue wearing clothes which

the garment to ripple freely around the knees than it is to fill in the V-shaped neckline.

If economy is the watchword there is a piece of advice to be given to a woman on the subject of this V-shaped neckline. The surplice collar can be lifted and the opening filled in with a tiny vest effect of the material of the wrap, or of the fur. The immense high collar, rolling back on itself and caught under the chin can be fashioned also of the fur or the cloth.

Of course this requires work. The coat may be worth it or not. Each woman is her own judge and jury in that case.

SATIN WRAPS.

A heavy black satin coat which is trimmed with monkey fur, continues in fashion in London as

the skirt. It fastens straight up the front and is finished at the neck with a wide, upstanding collar of monkey.

Rodier's black silk broadcloth, also the fabric known as percale, are both used for the average wrap, and velvet is chosen for capes that are to see service in the afternoon and evening.

Callot advises a plain, velvet cape in any colour for the evening, which may serve for afternoon galantries as well. This does not offer the cape to those who have the money to buy gorgeous things of brocade and tur, but it is offered to those patrons who have not much money to spend, yet who aspire upon doing the right thing in clothes.

Callot's advice is for a midnight-blue velvet cape which drops well below the knees and ripples at the hem, in which the arm covering is left to the judgment of the wearer. This cape is finished without fur and the owner wears a large fur scarf or necklace of any kind over the plain edge of the velvet neckline.

It is interlined for warmth, then lined with plain or gay figured satin; the latter is preferred by the dressmakers.

THE COAT AND CAPE IN ONE.

None of the masters of dress have obliterated the fashion of placing a wide cape as a background to a coat or a frock.

Justice should be given to the newer movement of the fashion, however, as the capes of last spring were narrow and fell in ripples from shoulder to waist like an immense handkerchief, whereas the new cape is cut as a part of the coat. When the wearer spreads out her arms, the cape forms a square background. It hangs to the knees at the back and passing over the arms to the front, it forms a square sleeve.

The French have made an exceptionally striking coat in this fashion. It is of dark blue broadcloth trimmed with grey astrach-



after the closely draped kimono model which is in direct opposition to the wide skirts of the Second Empire.

This frock is trimmed with white fur in the accepted manner, which means a high, loose collar and a wide, loose cuff. The cuffs on this frock are quite moderate in size, however, as they look like little sisters of the rich.

The woman who wears the gown in Paris carries a white fur muff, and adds to it a black velvet hat with a quill of white velvet.

EVENING GOWNS CONTINUE THEIR CAPE.

The evening gowns imitate the afternoon gowns in carrying their own capes. They are not of tulle in sea colours, such as Molynex introduced last February, but they are of fringe made of metal beads.

There is a grey velvet gown which has a simple bodice and an overskirt—if one may call it that—which is like an Egyptian ornament for it consists of fringe made of jet and steel beads that hangs to the ankles and begins in a broad hip girdle.

Black velvet gown trimmed with white fur; the cape is lined with white.



Evening gown of grey velvet trimmed with steel and jet fringe, which forms a long cape at the back.



Cape coat of blue velvet trimmed with grey astrachan. Steel nail heads are fastened in a criss-cross pattern over the coat and the cape is lined with grey.

The new cape is wide across the shoulders and hips; and narrowed to the irreducible minimum at the hem. Possibly it had short sleeves in its voluminous sides, or she may have wrapped it about the waist with her arms inside, but whatever she did with the fullness, and however she managed her hands, she did not neglect to hobble herself with it below the knees.

How is she going to unhobble which enveloped the shoulders of herself, if one may coin that word? women last year, has been replaced by a straight, high collar of fur that fastens at the chin.

The dressmaker's answer to that question is simple: "cut it off," she says. This answer may ease the minds of women who feel that they have not the money to put into a costly wrap.



Coat of black satin with high collar and cuffs of monkey. There is a draped cape in the back which forms one sleeve.

well as Paris and was exploited in the new wrap at the autumn races at Longchamps, exactly as though it were a new fashion.

This wrap has a curious movement to it. The hem is gathered to the lining and runs in a long zigzag line from left to right. At the right it reaches to the wrist, at the left it drops to the hem of

an and embroidered with steel nail heads, arranged in a trellis design.

It is worn with a one-piece frock of dark blue cloth, but it can be used for several gowns.

There is a new black velvet gown worn in Paris which has this cape attachment lined with white velvet. The gown itself is

TO-DAY'S SHARE QUOTATIONS.

Stock Exchange. - Sharebrokers' Association.

	Bank	b. m. 750	b. 750
H. & S. Bank	b. m. 735	b. 735	
H. & S. Bank	b. 735	b. 735	
k. of E. Asia b. Old 103 New 102	b. 105		
Marine Insurances.			
Cantons	n. 440	a. 440	
North Chinas	n. 144	a. 144	
Unions	n. 233	a. 233	
Yankees	n. 25	a. 25	
Far Eastons	b. 23	a. 23	
Fire Insurances.			
China Fires	b. 125	b. 125	
H. K. Fires	b. 370	b. 370	
Douglas	n. 40	a. 40	
H. K. Steamboats	n. 274	a. 274	
Indo (Pref.)	b. 36	a. 36	
Indo Def. Lof/Reg.	n. 265		
Indo Def. H. K. Reg.	n. 269	a. 250	
Shells	b. 875	a. 875	
Ferries	b. 354	b. 35 a. 36	
Refineries.			
Sugars	s. 150	a. 140	
Malabons	n. 48	a. 45	
Mining.			
Kailans	s. 75/-	a. 75/-	
Langkans			
Shanghai Leases	n. \$104	a. 104	
Shai Explorations			
Raubs	b. 61	a. 120	
Troms	b. 226		
Urals Caspian	n. 116		
Benguet Con	P. 195		
Docks, Wharves, Godowns, &c.			
H. K. Wharves	b. 93 a. 934	n. 93	
K. Docks	b. m. 160	a. 161	
Shai Docks	s. 105	a. 105	
N. Enginings	b. 834	a. 834	
Lands, Hotels & Buildings.			
Centrals	b. 147	b. 147	
H. K. Hotels	b. 234	a. 23	
H. K. Lands	b. 214	s. 215 a. 214	
H. Phreys Est	b. 10.90 s. 11	b. 10.90	
Kloon Lands	b. 45	n. 46	
L. Reclaimations	b. 180	b. 178 a. 185	
West Points	s. 54	n. 54	
Cotton Mills.			
Ewos	s. 1814	a. 1834	
Orientals	n. 614	a. 14	
Shai Cottons	n. 140	a. 140	
Miscellaneous.			
Cements	b. sa. 25	b. 24.80 sa. 25	
China Light old			
China Light new	b. 12	b. 11.80	
China Providents	b. 134	a. 134	
Dairy Farms	b. 241/4 sa. 241/4	s. 25	
Hectrics H. K.	b. 251/2	a. 241/4	
Electrics Macao	n. 50		
H. K. & Canton Ice			
Hongkong Ropes	n. 35	a. 35	
H. K. Tramways	s. 13.60	a. 13.60	
Peak Trams, old	b. 9.70	a. 9.70	
Do. now	b. 1.20	b. 1.20	
Steam Laundrys			
Steel Foundries	n. 1114	b. 1114	
Water-boats	b. 174	a. 174	
Watsons	b. 9.60	b. 9.45	
Wm. Powells	b. 21		
Wiseman	b. 27	n. 27	

Hongkong, January 25, 1922.

LOVE TRAGEDY AT THE "ZOO."

CHINESE MINISTRY OF JUSTICE.

Dr. Wang Chung-hui's Refusal.

A touching little tragedy has been enacted on the Mappin Terraces at the "Zoo."

The victim is "Jack," the little Sun Bear, who was discharged from H. M. S. Malaya as a result of his troublesome ripping propensity.

Solitary confinement did not reform "Jack," who proceeded to vent his rage upon his cage in the Small Cat House.

As it looked as if he would reduce this to ruins, he was transferred to an inner den on the Mappin Terraces, strongly barred by stout iron cross-bars capable of withstanding the strength of much greater bears than he.

The keeper under-estimated "Jack's" extraordinary ingenuity; for, next morning, when he entered the adjacent outdoor enclosure used by "Doris," a large Syrian bear, he found "Jack" sitting alongside his big cousin, looking ridiculously diminutive by comparison.

Amazing as it may appear, "Jack" had managed to get through the cross-bars of the door, though the apertures are only 5 inches square.

The keeper put "Jack" back in his den and again locked the door. Next day it was found that the little "Houdini" had not only succeeded in repeating his exploit but, spurning the ample rambling facilities afforded by rocks, had entered the den next door, where "Doris" was confined for the night, in the same manner as he had got out of his own.

It was evident, therefore, that "Doris" was the attraction, and, as the two appeared to get along well together, and "Doris" provided warmth—sadly missed by "Jack" as he after leaving the heated Cat House—they were not again separated.

What they quarrelled about will never be known, but, the next morning, "Jack" was discovered dead. The greater portion of his body had been eaten by "Doris." Even his skin is of little value, it having been punctured and ripped all over by the great claws of the Syrian cannibal.

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day:

Vessels Arrived.

Vessel	Agents	From	To
Kinashow	B & S	Bangkok	B. 12
Kunming	J. M. & Co.	Calcutta & Singapore	Wharf
Cadetra	Admiral Line	Saigon	C. 34
Azay Le Ridaan	M. M. Cie	Marseilles & Haiphong	A. 25
Talano M.	N. Y. K.	Yokohama & Moi	Wharf
Soehu M.	U. S. E.	Takao & Swatow	B. 55
Koehu M.	Y. K. K.	Calcutta & Saigon	Scouters
Nichiyu M.		Kedung	C. 43

Clearances.

Vessel	Agents	Where Bound	Departure
Kaijo M.	O. S. E.	Swatow & Kedung	24th Jan.
Lake Farrar	Hoover State	Saigon	
Hoover State	P. M. S. C. Co.	Shanghai & San Francisco	25th Jan.
Azay Le Ridaan	M. M. Cie	Shanghai & Yokohama	
Talano M.	N. Y. K.		
Soehu M.	U. S. E.		
Koehu M.	Y. K. K.		

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Teucer	B & S	Antwerp	24th Jan.
Euryalus	B & S	Liverpool	24th
Tjiluwang	J. C. I. L.	Sorabaya	24th
Mishima M.	N. Y. K.	Port Said	24th
Euryalus	P & O.	Amoy	24th
Talano M.	N. Y. K.	Kangon	25th
Robert Dollar	R. D. C. Co.	New York	25th
Samarang M.	N. Y. K.	Batavia	26th
West Chopaka	S & P.	San Francisco	26th
Mausang	J. M. Co.	Sandakan	27th
Fockhang	J. M. Co.	Colombo	27th
Yensang	J. M. Co.	Manila	27th
Huangang	J. M. Co.	Swatow	27th
Waishing	J. M. Co.	Shanghai	27th
Hopwang	J. M. Co.	Bangkok	27th
Kwaihang	J. M. Co.	Shanghai	27th
Wakang	J. M. Co.	Hobok	27th
Cheng	B & S	Bangkok	27th
Ling	B & S	Pukow	27th
Kingyan	B & S	Singapore	27th
Singan	B & S	Shanghai	27th
Tiansin	B & S	Tsingtao	27th
Shantung	B & S	Tungtow	27th
Tsan	B & S	Port	27th
Kaifong	B & S	Haiphong	27th
Sanzhou	B & S	Shanghai	27th
Shantou	B & S	Cheloo	27th
Tairuan	B & S	Australia	27th
Glenary	J. M. Co.	Hamburg	27th
Arakan	P & O.	Kobe	28th
Bay State	J. C. I. L.	Java	28th
City of Durham	Ad. Liner	Manila	28th
Cycle	B & S	New York	28th
Proteins	B & S	Antwerp	28th
Wakana M.	B & S	Vancouver	28th
Siberia M.	T. K. K.	Colombo	28th
Kaga M.	T. K. K.	San Francisco	28th
Kashim	P & O.	Japan	28th
Torilla	P & O.	Antwerp	28th
Nebus M.	P & O.	Yokohama	28th
Chenber M.	N. Y. K.	Tokio	28th
Yoribus	P & O.	Colombia	28th
Esther Dollar	R. D. C. Co.	Batavia	28th
Changha	B & S	New York	28th
Timaseek	J. C. I. L.	Australia	28th
Simular	J. C. I. L.	Madras	28th
Tikuna	J. C. I. L.	Macau	28th
Tijapam	J. C. I. L.	Japan	28th
Tijabeda	J. C. I. L.	Singapore	28th

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	To Hongkong
Thesus	B & S	Singapore	26th Jan.
Kelper	P & O.	Singapore	26th
Entrep. of Ensign	S. P. S. L.	New York	26th
Janus	P & O.	Calcutta	27th
Jayper	P & O.	Bombay	27th
Walton M.	P & O.	Kota	28th
Kliva	P & O.	Colombo	28th
Mayebuk	P & O.	Burma	28th
Kaga M.	P & O.	Bombay	

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Hongkong	Vancouver	Sailing postponed Account Strike	Canada	England	
E. of Japan	Mar. 1	Minneapolis	Mar. 10	Mar. 17	
E. of Russia	Feb. 25	Mar. 15	Nagasaki	Mar. 4	Mar. 31
E. of Asia	Mar. 25	Apr. 10	E. of Britain	Apr. 22	Apr. 29
Manchuria	Mar. 25	Apr. 15	E. of Scotland	May 4	May 12
E. of Japan	Apr. 5	Apr. 20	E. of France	May 12	May 12
E. of Russia	Apr. 20	May 5	E. of Canada	May 15	May 15

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"THE PATHWAY OF THE SUN."

Steamer	To	Leave Hongkong	Steamer	To	Leave Hongkong
PERSIA M.	...20,000...	Jan. 31.	PERSIA M.	...9,000...	Mar. 29.
ENTOK M.	...22,000...	Feb. 11.	SHINTO M.	...22,000...	Mar. 8.
KOREA M.	...20,000...	Feb. 24.	TAITO M.	...22,000...	Apr. 4.

Calling at Dairen and omitting call Shanghai.

Calling at Dairen. Call at Keelung.

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THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	To	Leave Hongkong
GINYO MARU	15,500	Feb. 26th.
AYNO MARU	18,500	Mar. 31st.
SEIYO MARU	14,000	May 13th.

* Omit Manila.

For full information regarding passengers, freight, and sailings apply to:

Y. TSUTSUMI, Manager,

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD

TO LOS ANGELES & SAN FRANCISCO.

"WEST FARALON" 13th February.

Also, cargo accepted for transhipment at San Francisco to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE.

PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

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VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
(Holland East Asia Line)
(Members of the Straits, China and Japan Conferences.)Regular monthly service between
Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	For	Sailing on or about
ALDABI	Amsterdam, Rotterdam & Hamburg	10th Feb.
TISSONDARI	Rotterdam, Amsterdam & Hamburg	10th Mar.
ROTTI	Amsterdam, Rotterdam & Hamburg	10th Apr.
	Rotterdam, Amsterdam & Hamburg	10th May.

For full particulars please apply to

JAVA CHINA JAPAN LYN
General Agents,
York Building.

PACIFIC SHIPPING.

DOLLAR LINE

ON THE BERTH FOR

NEW YORK via Suez.

S.S. "Robert Dollar"	Jan. 26.
S.S. "Esther Dollar"	Feb. 5.
S.S. "M. S. Dollar"	Mar. 4.
SAN FRANCISCO, SEATTLE and VANCOUVER.	
S.S. "Harold Dollar"	Mar. 5.
S.S. "Bessie Dollar"	Mar. 17.

For Rates and Particulars apply to
THE ROBERT DOLLAR CO.
3rd Flr. Gen. Post Office Bldg. Tel. 275 & 293

Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

For SEATTLE & VICTORIA, B.C.

Via Shanghai, Kobe and Yokohama.

Sails From Hongkong Arrive Seattle.

S.S. Wenatchee ... For Seattle ... Jan. 26. Feb. 14.

... Bay State ... For Seattle ... Feb. 9. Feb. 28.

MANILA SERVICE.

S.S. Wenatchee Jan.

... Bay State Jan. 30.

Through Bills of Lading issued to Overland common points

Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

5th Floor, Union Building. PASSENGER OFFICE. Telephones 2477 & 2478. Queen's Bldg. 2, Ice House St.

OFFICES

5th Floor, Union Building. PASSENGER OFFICE. Queen's Bldg. 2, Ice House St.

S.S. LAKE FARRAR January

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

SAIGON-SINGAPORE-BATAVIA and other JAVA PORTS.

S.S. SATSUMA 26th February.

For freight space and particulars apply to:

BARBER STEAMSHIP LINE INC.

THE ADMIRAL LINE

AGENTS.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"will be despatched to
Singapore & Belawan Deli direct.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:

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CHINA MAIL CO. LTD.**"NANKING" "NILE" "CHINA"**

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

S.S. CHINA S.S. NANKING

Feb. 20th. at noon.

Java Service

HONGKONG TO SINGAPORE & BATAVIA

S.S. NILE

February 3rd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada

Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT

PRINCE'S BUILDING, ICE HOUSE STREET.

TELEPHONE, PASSENGER DEPT. NO. 1934. TEL. FREIGHT DEPT. & AGENT. NO. 2161.

NEW YORK DIRECT.

Joint service of the

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(Pearce & S. S. Co. Ltd. & China Mutual S. S. Co. Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Elliott & Bucknall S. S. Co. Ltd.)

FOR BOSTON & NEW YORK

Sailings from Hongkong.

"CITY OF CAMBRIDGE" via Suez Canal ... 26th January.

"CITY OF DURHAM" ... via Suez Canal ... 30th January.

"KEEKUN" via Suez Canal ... 10th February.

Calls at Boston if sufficient inducement offered.

Steamers proceed via Suez Canal or Panama Canal at Owners option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWINE OR THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

UNCLAIMED TELEGRAMS.

Mr. Dongfoo 334 Queens Road, from Shanghai.

Loo Wan Lam H. K. Motor Car Co. from Shanghai.

Likwaleong Garner Quelch, from Shanghai.

Chuipackyet & Babindon, from Nagasaki.

Layyumen 23 Desvoeux Road, from Shanghai.

Chanyingpor Caine Road, from Tientsin.

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Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA APCAR
ANJU**EASTERN & AUSTRALIAN LINES.**

(COMPANIES incorporated in ENGLAND)

TO

TRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
KASHMIR	8,900	1st Feb.	M'les, London & Antwerp
NAGOYA	7,000	15th Feb.	M'les, London & Antwerp
DUNERA	5,400	23rd Feb.	S'pore, Colombo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,200	1st Feb.	C'ta via S'pore, Pang, R'goon
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	6th Feb.	Manila, Thursday Island Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

KASHGAR	9,000	31st Jan.	Shanghai & Japan.
JANUS	4,824	29th Jan.	Shanghai & Kobe.
JEYPORE	5,200	1st Feb.	Shanghai & Kobe.

Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 5 ft. X 5 ft. X 1 ft. will be received at Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

FUSHIMI MARU ... Wednesday, 8th Feb., at 11 a.m.

KATORI MARU (Nagasaki direct) Saturday, 4th Mar., at 11 a.m.

KASHIMA MARU (Nagasaki direct) Friday, 24th Mar., at 11 a.m.

MARSELLES, LONDON & ROTTERDAM via Singapore, &c.

SADO MARU ... Saturday, 11th Feb., at 11 a.m.

KITANO MARU ... Friday, 17th Feb., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MATSUMOTO MARU ... Tuesday, 7th February.

LIVERPOOL, via MARSELLES.

MALACCA MARU ... Thursday, 9th February.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Tuesday, 14th Feb., at 11 a.m.

NEW YORK VIA PANAMA & CUBAN PORTS.

TAKETOYO MARU ... Middle of February.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KANAGAWA MARU ... End of March.

BOMBAY via Singapore, Penang & Colombo.

WAKASA MARU ... Tuesday, 31st January.

TOKUSHIMA MARU ... Friday, 10th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

FENANG MARU ... Saturday, 11th February.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 17th Feb., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Tuesday, 31st Jan.

MAYEBASHI MARU (Calling Moji) Wednesday, 1st Feb.

KAMO MARU ... Thursday, 2nd Feb., at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Japanes ...	Java	in port	—	Saigon
Malwong ...	Amoy	in port	—	Java
Tibodas ...	Java	28th Jan.	—	Japan
Tibaneek ...	Java	29th Jan.	—	Amoy/S'pore
Tibkin ...	Java	4th Feb.	—	S'pore/Japan

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	To
Arakan ...	S.E. Japan	in port	—	Java
Saleier ...	S.E. Japan	30th Jan.	—	Java
Slimsoer ...	Java	4th Feb.	—	S.E. Manila

Through Bills of Lading issued to U.S.A. and Canadian Overseas Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574 York Buildings.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.REGULAR SAILINGS TO NEW YORK & BOSTON
FOR NEW YORK VIA SUEZ.S.S. "DACRE CASTLE" Sailing on or about 18th Feb.
"BOLTON CASTLE" via Suez sailing middle of March.**LLOYD TRIESTINO.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "TRACIA" Sailing beginning of February.

FOR BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRACIA" Sailing on or about 2nd half of February.

Passenger's Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to

DODWELL & CO., LTD.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIWAN	in port	27th Jan.
CHANGSHA	about 31st Jan.	about 5th Feb.

These dates cannot be relied on.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

FREIGHT & PASSENGER SERVICE
FAR EAST/UNITED KINGDOM & CONTINENT.

Steamer.	Sailing
City of Boston	23rd Jan. London, Rotterdam & Hamburg
City of Manchester	10th Feb. M'les, London R'dam & H'burg

HOMEWARD PASSENGER SERVICE.

City of Manchester 10th Feb. M'les, L'don, R'dam, & H'burg

City of Simla Middle of Mar.

City of Calcutta 10th May

Subject to change without notice.

For particulars of freight and passage rates apply to

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel. Due Hongkong

M.V. "GLENNADE" ... 24th January.

" "OLENAMOY" ... 31st January.

" "OLENTARA" ... 18th February.

HOMEWARDS.

Vessel. Leaves Hongkong Discharges

M.V. "OLENAVY" 20th Jan. GENOA, L'DON, R'DAM & H'BURG.

" "GLENLUCE" 10th Feb. L'DON, R'DAM, A'WERP & H'BURG.

S.S. "GLENSHANE" 23rd Feb. GENOA, M'LES, L'DON & H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to

ROYAL CHAPEL IN DANGER.

Nation's Treasures and the Tombs of Kings.

Something must be done speedily if Windsor's historic Chapel Royal is to be saved, states the *Daily Chronicle*.

The wonderful roof of this great national shrine and treasure-house is in danger of falling in. If it fell, danger irreparable would be done to works of art, historic relics and the tombs of kings.

No wonder the Dean of Windsor (Dr. A. Baillie) is greatly concerned about the danger. He is working strenuously to raise funds to save the building for the nation.

It was in the reign of Edward IV. that Windsor saw the beginning of what was to become its culminating glory, in the erection of the famous Chapel of St. George, a magnificent pile of buildings which has been the wonder and admiration of the world.

The vaulting, perhaps the finest that exists in any building, is unique for its wide and unsupported spans.

Main interest of the interior is naturally centred in the chair. On either hand are the stalls of the Sovereign, of the Order of the Garter, and of the Prince of Wales. The carved woodwork of the stalls in which the Knights sit is rich in design and perfect in execution. Above the stalls were hung the banners of the Knights, but these have been removed in the present danger emergency. There is also much beautiful wrought ironwork.

THE DEAN INTERVIEWED.
"St. George's Chapel is a priceless national relic," said the Dean of Windsor. "Architecturally there is nothing more remarkable in all ways of craftsmanship and general beauty. It would be the absolute scorn of the world if we allowed it to fall. The perfectness of quality of everything in St. George's makes it a unique possession of the Empire."

Owing to the wide span of the roof and the way in which everything depends on it (it is not taken up like other cathedrals, where part of the roof might fall), if the roof fell practically everything in the Royal Chapel would be destroyed. Richly coloured windows, carved woodwork and its glorious tracery, everything would be damaged. The tombs of King Henry VI., founder of Eton College, of Henry VIII., Charles I. and King Edward VII. would all be smashed or covered in debris.

"We are now putting up a platform through the whole of the choir and transepts, from which we can shore up the roof with timber; but this is a temporary measure. Until we can get the upper work done we cannot go on with the outer repairs, as the work on the wooden roof creates a certain amount of jarring, which probably made it go worse. The roof is cracked through and through in every direction.

"Unless we can get money early in the New Year we shall have to stop work, but I hope the response will be such that we shall be able to make steady progress. The Knights of the Garter and one or two other subscribers have given us £25,000, but that will have been exhausted very soon. Our expenditure is about £1,000 a month.

PROBABLE TOTAL COST.
"It is impossible to say what the total cost will be, because exceptional things may arise, but I should think the outlay, when the work is finished, will be between £80,000 and £90,000."

"I wish to emphasise to the public that nothing is being done other than that which is absolutely necessary for the stability of the building. I am not asking to get all the money at once, owing to the financial condition of the country at present. But I do sincerely hope to get enough to enable the work to proceed steadily. If I can get £15,000 during 1922, and another £15,000 in 1923, I shall feel that progress can be made without unnecessary delay."

"The importance of maintaining this glorious old building," the Dean concluded, "must be patent to all who have seen its wonders. It is the place where all the Garter services have been held during the passing of time; it is the place in which many of the burials of Kings of England have taken place before, and of all the monarchs since George III.; and it is the glorious old chapel in which King Edward VII. was christened, married, and buried. What my feelings would be, and those of countless others, if this historic building were to collapse I cannot express in words."

SIR A. PEARSON'S TRAGIC END.

Work for the Blind.

The death of Sir Arthur Pearson took place in tragic circumstances at his London home, 15, Devonshire-street W., on December 9.

While taking his bath he apparently slipped, and in falling struck his head on one of the taps. The blow must have rendered him unconscious, for when the room was entered a few moments later, he was found drowned in the bath. He was in his 56th year.

A founder of newspapers and magazines, whose career was one of the romances of modern journalism, Sir Arthur will probably be best remembered as the man who snatched the triumph of his life out of its tragedy.

Losing his sight shortly before the war, he refused to repine or to renounce his active life. He at once threw all his energy, enthusiasm, and gift for organisation into working for those who shared his darkness. His work for the blind is world famous, especially the great "St. Dunstan's" movement for soldiers who lost their sight in the Great War.

Born at Wooley, near Wells, on February 24, 1866, the son of a clergyman, and educated at Winchester, he had decided before he was 20 that journalism should be his career. It was just at the time when Mr. (later Sir) George Newnes was introducing new ideas, and he became a clerk in the offices of "Tit Bits."

Six months later the post of manager fell vacant, and to Mr. Newnes' astonishment his 19-year-old clerk applied for the post—and was so persuasive and confident that he got it. His career had begun.

In 1890 he left Mr. Newnes and started "Pearson's Weekly." Several other magazines, and journals followed, book publishing was taken up, and to the time of his death, in spite of his blindness, Sir Arthur was chairman of C. Arthur Pearson, Ltd.

In 1900 he launched out as a newspaper proprietor by founding the "Daily Express."

THE BLOW DESCENDS.

As early as 1910 Sir Arthur, who had been compelled to wear glasses since boyhood, was threatened with complete loss of sight, and by 1913 he was blind.

It might have been a crushing blow to a man so filled with ideas, a "hustler" of unbounded ambition and energy.

But he remained the "captain of his soul." He disposed of his newspaper interests, and, bravely setting aside the old career, began to fit himself for a new one. He mastered those aids to a busy and happy life which the blind can enjoy, taught himself new methods of reading and writing, dispensed with his valet so that he might learn to tie his own ties and shave himself, and turned his busy brain to schemes for helping those who shared his affliction.

His thoughts had always been with the less fortunate, and almost as soon as he possessed a journal of his own he started the Fresh Air Fund for sending slum children to the country.

SKILLED ORGANISER.

Now the "champion hustler," as the late Mr. Chamberlain called him when he was organisér-in-chief of the Tariff Reform campaign, became the eloquent advocate and skilled organiser for the blind. First he took up work for the British and Foreign Blind Association, and then, with the war, came the founding of the St. Dunstan's Homes, with many allied agencies, for training and otherwise helping soldiers who had lost their sight.

That work is almost too well known to need further mention: on it Sir Arthur might have been content to rest any claim to fame and gratitude.

But it was not his only war work. At the very outbreak he became joint hon. secretary of the Prince of Wales's Fund for the relief of distress, and in 1917, at the request of the late Lord Rhondda, he assisted the Ministry of Food in an advisory capacity.

LOOKING ROUND IN FRANCE.
In the same year he went to France to "see" for himself, as he expressed it, something of the things described to him by officers and men who had come under his care at St. Dunstan's. "Lots of people see without perceiving. Blind people learn to perceive without seeing," was his comment on this occasion.

Two blinded soldiers were cared for in a small house in Baywater, sent by Sir Arthur. That was the beginning of St. Dunstan's which has helped thousands of men. Cause enough for a remark

he made recently. "I am far prouder of St. Dunstan's than of anything else I have done."

In 1897 Sir Arthur married a daughter of Mr. W. J. Fraser. He leaves a son, and two daughters. The former, Lieut. Neville Arthur Pearson, who is 23, had distinguished career at Eton, and succeeds to the baronetcy, which was created in 1916. Lady Pearson, who has been her husband's right-hand helper in his affliction, and all his good works, was created a Dame Commander of the British Empire in 1920 for her work in connection with St. Dunstan's.

AN OVERSEAS CLUB.

MANCHESTER TAKES ACTION.

At a meeting held in the Memorial Hall, Manchester, on September 29th, it was unanimously decided to form a club which should cater especially for those people who have lived overseas.

It was decided that Overseas members should pay a reduced subscription which will probably be fixed a £1-10 per annum.

The meeting was attended by former residents of Bombay, Calcutta, The Straits, China, Java, the West Indies, South America, in fact, all the parts of the world to which Manchester men drift and it was agreed by all such a club was very desirable, in fact almost a necessity.

For the benefit of those home on leave it was suggested that sleeping accommodation be provided. A good restaurant and a ladies' dining room will be features of the Club.

Good premises can be obtained in a central position in the City. An organising committee was nominated which is charged with the duties of collecting names of members at home and abroad and which will report to a later meeting on the probable cost of the club.

The Honorary Secretary is Mr. John Haworth, 20 Cross Street, Manchester, to whom all residents overseas who wish to join should send their names immediately.

PASSENGERS DEPARTED.

Per s.s. MISHIMA MARU—Miss Neilson, Mrs. P. Baldus, Mr. J. H. Evans, Mr. F. H. Raley, Mr. John Auld, Miss E. C. Folleston, Miss C. A. Folleston, Mrs. Plesner, Mr. R. Oswald, Mr. & Mrs. S. B. B. McElderry, Mr. P. Baldus, Mr. R. A. Canade, Mr. P. Durbec, Mr. F. Webber, Mr. & Mrs. C. H. Thorn, Miss C. J. Miller, Mr. & Mrs. Chas. Mycock, Mr. & Mrs. E. Newhouse, Mr. & Mrs. Neillson, Mr. Williams, Mr. Guthrie, Mr. K. B. Hodges, Mr. S. Steven, Mrs. Probst, Mrs. Seits, Mr. Prosser.

TIDE TABLE.

23rd. to 29th. Jan. 1922.

	High Water Hongkong	Low Water Hongkong	Mean Time	Mean Time
Mon. 23	7 2 42	5 43 23		
Tues. 24	6 19 53	5 17 53		
Wed. 25	7 4 48	6 18 34		
Thurs. 26	7 47 70	6 58 33		
Fri. 27	8 46 43	7 3 11		
Sat. 28	9 27 72	1 49 32		
Sun. 29	10 20 44	3 35 09		
	9 38 7.3	2 32 30		
	9 36a 7.2	3 14 29		
	11 20 45	4 41 09		
	10 54 7.0	3 54 29		

	morning	afternoon	date	date
			12 p.m. to 12 p.m.	12 p.m. to 12 p.m.

12 p.m. to 12 p.m.
Barometer 30.05 30.10 30.09

Temperature 73 59 92

Humidity 45 84 75

Wind Direction W.S.W. E. E.

Wind Force 3 4 3

Weather c c o

Rain 0.00 0.00 0.00

Highest open air

Temperature on the 24th 73

Lowest open air

Temperature on the 25th 58

T. E. CLAXTON, Director.

H. K. Observatory, Jan. 25.

EASTERN EXTENSION AUSTRALIA & CHINA TELEGRAPH CO.

American Trading Company, from New York.

Bradley Peak Hotel, from Shanghai.

R. J. Kitching Hongkong Hotel, from Melbourne.

Richard T. Snively Hongkong Hotel, from Waynesborough.

M. E. F. AIRY, Superintendent.

Hongkong, Jan. 19, 1922.

Printed and Published for the Proprietor, by Alfred Morris and Son, Ice House Street, in the City of Victoria Harbour.

HOTELS.

HONGKONG HOTEL

PEAK HOTEL

REPULSE BAY HOTEL

Hongkong Hotel Co., Ltd.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR,
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliff, England and
Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL
KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & CO., General Agents
Are resident Managers;

EXCHANGE.

Opening Rate: closing Rate
on Page 11.

SELLING.

TT Demand 27/4
10 d/s 27/4
4 m/s 27/4
TT Shanghai Nom.
TT Singapore 111½
TT Japan 115
TT India 196
Demand, India —
TT San Francisco 54½
& New York 54½
TT Java 150
TT Marks Nom.
TT France 5.80
Demand, Paris —

30 d/s San Francisco 27/4
co & New York 54½
4 m/s Marks Nom.
4 m/s France 7.40
5 m/s France 7.60
Demand, Germany 54½
Demand, New York 54½
TT Bombay Nom.
Demand, Bombay 196
Demand, Batavia 150
Demand, Haiphong Nom.
Demand, Saigon 80½
Nom. 7.50
Gold leaf per Taal...
Bar Silver, ready...
forward...
Bank of England rates 5%
New York/London ... 4.22

3/10% p.m.
3/10% p.m.
1.5% p.m.
17.1/4% d/s.

TT Calcutta 196
Demand, Calcutta 196
On Yokohama 115
Demand, Manila 114½
Demand, Singapore 111½
Demand, Batavia 150
On Haiphong Nom.
On Saigon 80½
Nom. 7.50

Gold leaf per Taal...
Bar Silver, ready...
forward...
Bank of England rates 5%
New York/London ... 4.22

3/10% p.m.
1.5% p.m.
17.1/4% d